

PRESIDENT HAS TO BOSS CONGRESS

Gives Out Patronage to Get Legislation.

COMPULSED TO MAKE DEALS

To Pass Important Measures Roosevelt Does Politics.

OPPOSITION TO HIM BITTER

Senators Know He Has the People With Him, but Resent His Bossing Them in Our Interest, Says Lincoln Steffens.

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WASHINGTON, Feb. 10.—(Special Correspondence.)—Something serious is the matter here. The lobbies are active and anxious. There was talk—of one brief moment—of bribery; cash bribery; money—in Washington! But that faded into a mere report (traced to two pretty good authorities) of mere corruption with some mining stock, and the interest ceased. A rebellion in the House against the Speaker-boss persists, however, and while the Senate seems to me to chat along, serene, sure and as beautiful as ever, the lookouts in the press gallery swear they can see signs of commotion in the depths even of the identified legislative body on earth. What is the matter? Let's duble on our track and see if we can see.

The White House still is the storm center. We supposed this to be due to the fact that the President was the President, but the friends of the Senate complain that Theodore Roosevelt is more than President. He is. The President is a good deal more than the executive head of the government; he is a powerful branch of Congress. His friends reply that the Constitution made him a part of the Legislature when it provided that he might recommend legislation. That is so. But the Constitution does not say that the President may compel legislation, and the President is compelling legislation.

"Now," say the friends of the Senate, "such encroachment by the Executive upon the legislative branch of the government is a crack in the Constitution."

Crack in the Constitution.

They are right. This is a crack in the Constitution. But it isn't a new crack. President McKinley worked through this crack. So did Lincoln. All Presidents, from as far back as the first Adams, have encroached upon their own legislative branch. The country Governors and Mayors are called upon to "jam bills through." Legislatures and Councils, and they do "jam 'em through," and wherever they do that, there we have executive encroachment upon the legislative branch of the government. It is too bad, but this crack is as old and as wide as the crack in the Liberty Bell at Philadelphia.

But who cares? You do, and some constitutional scholars may, but our United States Senators don't. They encroach themselves. The Senate is forever interfering with the President, encroaching upon his purely executive functions. Nor is that all. The state bosses in the United States Senate are the very men who call upon their Governors at home to encroach upon their own legislative branch. "Jam bills through." The only one among them all that has a clean record in this respect is Senator Aldrich, and in Rhode Island his Legislature has encroached upon the executive to such an extent that the Governor there is powerless, absolutely, except as he happens also to belong to the boss. These state bosses rule in "their" states, and they hold their seats in "our" Senate by encroaching upon both the executive and legislative branches of all government, city, state and National. They are themselves the biggest crack of all in our constitutional form of government. For no constitution provides for a boss, and yet there they are: Aldrich, Platt, Elkins, etc. President Roosevelt may be a dangerous man, but it isn't the Constitution that he endangers. What is it, then?

President as a Boss.

Good government? So they say. The trouble is that correct reporting isn't always true reporting, the fact may be only a half truth.

It is a fact, as we found last week, that the President is in a combine with the combine in the House. He made a "deal" with the Speaker. Not content with the constitutional method of recommending legislation, he had recourse to an understanding (most informal, of course, but definite) with Mr. Cannon to use their united powers to "jam through" certain measures. Now this is a political method,

and had. Not that all "deals" are bad; the character of a "deal" depends upon the character of the contracting parties and the terms of the contract. But I think this "deal" was bad because the Speaker is the boss of a combine which practically wipes out self-government in the House. The liberation of that body would seem to be a job worthy of the best that is in any man who is in a position to try it. Yet one of the terms of the "deal" between the Speaker and the President was mutual support. In return for the Speaker's support of the President's bills, the President was to uphold the boss and the combine in the House.

Is this the whole truth? What is the President's view?

Eager for Efficiency.

"Efficiency," is his answer, in brief. A man combine are more convenient than a good. It is not sufficient to criticize and fight; one must win battles and get things done. There is the philosophy of it. Now apply it to our case:

The House of Representatives is a numerous, unwieldy body. Left to itself, it might do nothing but "talk itself to death." Organized so that one man can speak of it, and drive it, "a herd of wild horses," to action, the House is a fairly effective instrument; much more so, for example, than the Senate. In other words, a boss and combine are more convenient than a deliberative body. You hear something like this in boss-ruled cities from defenders of the boss; and an American who had business with the Russian government reported back that an autocracy was "not so bad as people think." But convenience isn't a safe criterion for a representative democracy. Dispatch isn't what we are after; is it? As I understand it, we are trying for self-government, free and freely representative, and "our" House of Representatives is neither.

Then make it so," says the President. In effect, "That is your business, not mine. I am as much a reformer as ever, but I am also the responsible head of a great Nation, and I must accept the machinery as I find it. Oh, I must improve it here and there, as I can, and as I do, but my first and my most sufficient duty is to make it turn out good goods. This is job enough for one man. If you think the House as it is organized is not a fit instrument for a President to use, reform it, you, who gave it to me."

There is a just rebuke for us in that. If our Representatives aren't what they should be, we ought to send here men who are. But how can we pick out for defeat those Congressmen who ought to be defeated if they are all tied up in jobs and voted in a combine? Suppose the President, having recommended his legislation, would walk—saying no more, making no demand—into the Senate, then suppose that with the poll of voters in his hand he should appeal to us to defeat those who in his judgment were not representative, and to re-elect those only who were. Wouldn't we reform that House of Representatives?

"But you might not," says the President. (I am not quoting his language; that is not permitted.)

"They have done it wherever that method has been tried," I answer, citing Chicago and Wisconsin, for examples.

"Even so, that course would take time, and meanwhile, what about the canal, and the other things that must be done?"

Wants the Canal Done.

You see, it comes down finally to a question of the relative importance of the many things to be done. I'd rather make our Government represent us than dig the canal; the President would rather dig the canal and regulate railway rates. So he makes his "deal" with the Speaker and I condemn it.

But the Senate doesn't reason that way. The Senate doesn't object to deals, nor to the House combine, nor to the deal with the House combine. The Senate makes deals. The steering committee of the Senate has made deals with the boss and ring of the House combine. That's what the House combine was built for. The President's deal with the combine is not the real reason for the terror here of "that dangerous man," the President. What else is there?

The friends of the Senate charge that the President upholds the House combine with patronage. This also is true. The President is carrying out his part of his deal with all the force of his forceful personality. When the Speaker began to put through the Administration programme, a large number of the Republican members turned insurgents. You have heard a lot about them. They joined with the Democrats to beat the "rule" and break up the organization of the

(Continued on Page 2.)

BOYS CHAMBER OF COMMERCE

United Railways Buys Structure.

PRICE IS ABOUT A MILLION

Headquarters for the New Traction Line.

IS LOS ANGELES CAPITAL

Outside of Establishing Its Offices There, New Owners Will Rent Remainder of Building to Tenants as in Past.

The Chamber of Commerce building has been sold to the United Railways Company, and the initial payment was made yesterday afternoon. As soon as the necessary papers can be examined, the deal will be finally closed. The building belongs to the Columbia Investment Company, of New York, and the sale to the United Railways was managed by the firm of Hartman, Thompson & Powers, agents for the building. The sale price has not been made public, but the deal is understood to involve nearly \$1,000,000.

The purchasers will use the building as headquarters for the electric projects the United Railways Company is planning throughout Northwestern Oregon, and the Commonwealth Bank & Trust Company, lately organized by the backers of the United Railways Company, will have offices in the building, in all probability. The major part of the building will be leased as offices, as it is at present.

The purchase of this building will offer convenient facilities for the new company adjacent to its projected lines, as the Oregon Traction Company, whose assets will be purchased by the United Railways on February 15, has a franchise on Stark street, passing the south side of the building.

The structure is valued at about \$3,000,000. It cost \$200,000 to build, and was begun in 1901. The ground it stands on is estimated in value from \$125,000 to \$300,000. The building is constructed of Tenino sandstone, coming from quarries near Tenino, Wash. Stone quarried at the same place, but in a different layer, is the material of which the Portland Library is built.

The Chamber of Commerce building was erected by a corporation composed of members of the Chamber of Commerce. They lost all the money they put into it when the building was sold to satisfy a mortgage held by the New York Life Insurance Company, five or six years ago. At the foreclosure sale the building was bought by the Columbia Investment Company, representing capital of the Ladds.

Prior to the foreclosure, the building was involved in litigation through a suit directed against Ellis G. Hughes by the New York Life because the former, as one of the builders, had signed a bond to keep the building free from claims. Mr. Hughes spent a large part of the period of building in Europe, and when he returned he found debts had been contracted.

Securities Are Missing

Affairs of Suicide Simmons Are Found in Bad Shape.

PEORIA, Ill., Feb. 10.—The widow of the late Dr. Simmons opened the private safety deposit box of the suicide this morning and found that the box, which had been expected, would contain valuable papers, was empty, with the exception of an unimportant business letter. A certificate of sale for \$50,000 worth of Monon Central stock, now on deposit, a part of the People's Bank, which was thought to be in the box, was not found, and it is now feared that the sale which Dr. Simmons told his friends had been made was not bona-fide.

No will has been found, and policies for heavy insurance thought to have been carried are missing.

The failure to verify the sale of Monon stock has greatly depreciated the assets of the People's Bank, now in bankruptcy.

ENGINEER WALLACE ILL

Is Overcome by Strain of Senatorial Inquisition.

CHICAGO, Feb. 10.—John F. Wallace, ex-engineer of the Panama canal, returned home today from Washington and immediately took to his bed, having contracted a cold that may prove serious. Mr. Wallace was unable to be interviewed tonight and his son-in-law, T. M. Orr, said his throat and lungs were so affected that he had not been able to speak above a whisper since he left New York.

The nervous strain growing out of the Senatorial inquisition, Mr. Orr said, may have been one of the causes that produced Mr. Wallace's illness.

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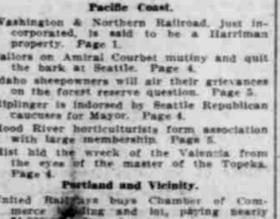
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ONLY SURVIVING CIVIL WAR GOVERNOR.



Frederick Holbrook will celebrate his 80th birthday on February 15 next.

Governor Holbrook was one of the advisers of President Lincoln in the war. On receipt of a letter from him suggesting the calling out of 500,000 men, President Lincoln sent Private Marshal Draper to Vermont to consult with Governor Holbrook and to ask him to formulate a call such as he and other loyal Governors would be willing to sign. The request was complied with, and in a few days came a call for 500,000 three-year men and later 300,000 nine-month men. Under the call the nine-month men were drafted, but at Governor Holbrook's request Vermont was allowed to raise her quota by volunteer enlistment.

Harriman Theory Confirmed.

Confirmation of the Harriman theory for the new system is the fact that the Stetson-Post Mill Company today sold its six acres of tidelands to the Dexter-Horton Bank, believed to be acting for Union Pacific officials. The Dexter-Horton Bank is owned by Ladd & Titton, of Portland. The Stetson & Post property is, with the exception of Moran Bros' holdings, the largest piece of waterfront property outside Hill control on the Seattle waterfront.

The mill was built there in 1854, and the company has continued ever since under virtually the same management. Several weeks ago an offer of \$50,000 was made for the property, but \$100,000 was demanded. It sold today for \$90,000, with a payment of \$5,000 on account. Within three days the deal must be closed.

HILL ROAD, NORTH TO SOUTH

Burlington Extension Will Connect Canada With Gulf Coast.

BILLINGS, Mont., Feb. 10.—(Special.)—According to a prominent railroad man, who for obvious reasons declines to allow the use of his name, the long-drawn-out north and south railroad is about to become a reality, and Canada and the Gulf are to be joined. Incidentally, President James J. Hill is to have the shortest haul of cotton to the Orient, and on Washington and Oregon lumber to the Texas prairie.

Recently it was reported that the Northern interests were negotiating for the Missouri, Kansas & Texas Railroad, and it was even said that Mr. Hill's recent journey to Europe was for the purpose of securing the adherence of the Dutch bondholders of the road. Apparently, if this was the object of his journey, it was successful, for on his return he denied that

ROUTE TO PUGET SOUND POINTS

Washington Northern Is Incorporated.

HARRIMAN REPUTED BACKER

Plan Is to Build From Portland Northward.

VALUABLE LAND BOUGHT

New Railroad Will Have Six Blocks on the Tidelands at Seattle Immediately East of Hill Union Depot.

SEATTLE, Wash., Feb. 10.—(Special.)—Articles of incorporation for the Washington Northern Railroad, filed at Olympia today, were put on record prematurely. The waterworks behind that new corporation were neither ready for the incorporation nor to divulge their plans.

While no official announcement will be made for a few days of the company's plans, it is understood it is organized by the Harriman interests. The articles announce a line from Kelso, in Cowlitz County, to Everett, in Snohomish County. It is stated authoritatively the purpose of the corporation is to build from Portland to Seattle.

There is no present intention of constructing a line north of this city. The capitalization at \$500,000 is a nominal sum. Arrangements have already been made for transferring to the company lands bought here at a cost of four times this amount.

Valuable Lands Purchased.

Jacob Furth, one of the incorporators, the Vulcan Iron Works site, which he owned, and other parties bought the Seattle Lighting Company and Denny-Renton-Clay Company blocks adjoining. Mr. Furth has arranged for the city's sale of two more blocks of land. This gives the new railroad six blocks immediately east of the Hill Union Depot holdings, which will be utilized by the new railroad for passenger purposes.

It is stated without any enthusiastic effort that the big Joseph Hellen tideland buy was not on behalf of the Washington Northern. Hellen appears in the official railroad guide as Harriman's private secretary. But F. K. Struve is of the real estate firm that bought the Hellen property, and his name appears on the checks that pay for the ground. Struve is one of the incorporators of the Washington Northern.

Announcement Is Withheld.

Of especial significance is the fact that a prominent Harriman official has stated confidentially that his people intended to incorporate the Washington & Northwestern as a subsidiary corporation to make the Puget Sound extension. There is a slight change in the name of the new company. A week ago it was stated by a high Harriman official that within a few days an official announcement would be made of Harriman plans to build to Puget Sound. This announcement was postponed until next week, presumably because of pending real estate deals here.

One of the most significant features of the new company is the reservation of the right to use electricity as motive power. Furth is the head of the Stone and Webster organizations in this state and could not take any steps to injure their properties. It is known positively that Stone and Webster are not behind the new railroad, and this fact eliminates the electric feature. It is to be a steam road.

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anything of the kind was in contemplation.

Building operations are about to be begun both in Montana and Wyoming, by which the Burlington Road is to have almost an air line from Denver to the Canadian border and the shortest route between Denver and the North Pacific ports. From Denver south, the Fort Worth & Denver City road is to be secured. Even if it is necessary to build southward from Denver to the Gulf, it is said that this will be done, for Hill is determined to have a continuous line of his own from the cotton fields of the South, in order that his great freight steamers may have full cargoes to the Orient.

The Burlington plans to build this coming Summer an extension of its Billings line to Denver, thus materially shortening the present somewhat roundabout route from Denver to Billings. Northward from Billings the contract has been let for an extension to Great Falls, 245 miles. At Great Falls the extension will strike the Great Falls & Canada, a Great Northern subsidiary line, which will give a junction with the Great Northern main line at Shelby, further west. Beyond the Great Northern main line the road extends to Sweet Grass, on the Canadian border.

With this new line in operation, the Great Northern will be in a position to carry cotton from the fields to the Orient by the shortest route, and for return loads will take Pacific Coast lumber, which will be in great demand in the development of the sections through which the new line will run, as well as in Texas.

GREAT CONSOLIDATION COMING

Great Northern With Burlington, Northern Pacific With St. Paul.

ST. PAUL, Minn., Feb. 10.—(Special.)—Today's papers disclose that the most gigantic transcontinental railroad deal ever known is being formulated. It means the consolidation of the Northern Pacific and the Chicago, Milwaukee & St. Paul and the Great Northern and the Burlington stockholders into two great transcontinental lines. It also means a desperate fight between the four lines mentioned and the Harriman lines. As disclosed today by an authority of unquestioned integrity, that situation is as follows:

The undertaking involves two separate transactions. They have been in the minds of the promoters for several years. The proposed means two of the greatest railroad systems in the world.

The Great Northern, with its 1,300,000 acres of iron ore lease, and the sale of rights to its own, and the Burlington stockholders amounting to 14,000,000 acres more, will cement these two roads into one vast double-track system to the Coast. The Northern Pacific, which may easily devote \$50,000,000 toward the purchase of stock in the Chicago, Milwaukee & St. Paul is now extending to the Pacific Coast and practically paralleling the Northern Pacific. The Chicago, Milwaukee & St. Paul will find it more useful to acquire the headwaters of the road in the Northern Pacific tracks. Indeed, conferences have already been held between the officials to this end.

A railroad attorney whose business brings him in touch with the financial end of all these roads, declares that affairs are so shaping that one can reach no other conclusion, and he predicts that within two years at least, and possibly another, the four roads mentioned will have become two great transcontinental lines by a process worked out by James J. Hill.

ST. PAUL ROAD IS IMPATIENT

Delay by Seattle Council May Give Tacoma Headquarters.

SEATTLE, Wash., Feb. 10.—(Special.)—The patience of the Chicago, Milwaukee & St. Paul officials is nearing the breaking point. That road either wants a franchise from the Seattle City Council or a reason why it should not be granted. It wants an answer immediately.

Seattle does not know the stake that is hanging in the balance nor will the St. Paul officials enter into an elaborate explanation. What amounts to an ultimatum has been delivered to the City Council and the railroad people will wait until another meeting of the City Council committee is held Monday to determine the matter of an entrance to the road's depot grounds.

It is touchily estimated that \$25,000,000 will be expended on construction work from the west end when the St. Paul begins actual building. President A. J. Earl has already made inquiries in both Seattle and Tacoma and is satisfied with banks in both cities to handle this immense fund.

If the City Council grants the St. Paul franchise the money will pour through this city. If the railroad is put off it will probably be spent through Tacoma and this may result in definitely another headquarters of the road in that city. Not until the last moment.

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MOST BEAUTIFUL WOMAN IN CHICAGO.



When asked the question, "Who is the most beautiful woman in Chicago?" nearly 30 society leaders of that city unhesitatingly pronounced the name of Miss Katherine Winterbotham. She gained that prominence when she appeared in the rhythmic fantasia dance on the stage of the Central Hall at the Klumbe, for before that time her face was little known to Chicagoans generally. She is of the type of beauty seen on the finest Dresden china. She is a Farmington girl, and was a debutante two years ago. Miss Winterbotham is not an athletic girl in any sense. She has a beautiful contralto voice, and has studied music in Germany.

Position of Speaker.

Speaker Cannon is quoted as having declared that, if the Senate adopts an

SENATE READY TO PASS RATE BILL

Only Hitch Will Be on Right of Appeal.

PROVISO WILL BE INSERTED

Railroad Senators Want It Clearly Granted.

REVISED RATE IN EFFECT

Roosevelt Would Accept Change Provided Commission Rate Was Not Suspended and House Would Consent.

OREGONIAN NEWS BUREAU, Washington, Feb. 10.—The opinion prevails in inner circles in Washington that the Senate committee on Interstate Commerce will, next Friday, vote to report favorably the Hepburn railroad rate bill, with an amendment providing for appeals to the courts from decisions of the Interstate Commerce Commission. If this report is made, there is a very fair prospect that the bill will be passed by the Senate after reasonable debate, and the House will eventually concur in the Senate amendment.

The statement has been made of late that President Roosevelt would veto the bill if it went to him with an amendment providing for appeals to court, but there is the very highest authority for declaring that this is not so. Indeed, it can be said with absolute certainty that both Secretary Root and Secretary Taft, the President's most trusted advisers on rate legislation, are in favor of an amendment such as the Senate committee proposes, and these men would hardly commit themselves to such a proposition if they were not satisfied that the President would stand with them.

Is Appeal Proviso Needed?

When the Hepburn bill was before the House, it was asserted by its supporters that there was no necessity for inserting a provision specifically authorizing appeals from decisions of the Interstate Commerce Commission, and Senator Knox, in his famous Pittsburg speech, made a similar contention. It was argued by those men that, under the Constitution, railroads would have full right to appeal to the courts whenever rates fixed by the commission were confiscatory, or so low as to require roads to operate at a loss. Members of the Senate committee who insist upon the adoption of an amendment authorizing appeals, take the position that such protection should specifically be granted by statute, not alone that they may appeal when rates are confiscatory, but that they may appeal when the commission puts rates so low as to yield them less than a fair profit on business actually handled. They further insist that such an amendment is necessary to protect the roads against decisions of the commission regarding joint rates, whenever it can be shown that a joint rate is unfair to any one of the roads affected.

Keep Commission Rate in Effect.

The committee has not agreed upon the form of an amendment to be proposed to the Hepburn bill, and its fate will largely depend upon its phrasing and meaning. It is the prevailing opinion that this amendment will require that, pending decision by the courts, the rate fixed by the commission shall remain in effect. Nevertheless there is fear that some railroad Senators will endeavor so to word the amendment as to suspend the commission's rate pending decision by the courts. If the committee should frame an amendment on this latter line, there is grave doubt if it could be passed, even through the Senate, for an amendment which would upset the commission's rate in this manner would virtually nullify the entire bill, and neither the House nor the President would consent to any such legislation.

House Would Yield to Senate.

If, however, the Senate committee acts in good faith and brings in an amendment which permits appeals, but stipulates that the commission's rate shall remain in effect until set aside by the courts, there is very good prospect of its adoption by the Senate, and later by the House. In view of the almost unanimous vote by which the Hepburn bill was passed by the House, it would naturally be assumed that the House would be able to compel the Senate to recede from this amendment in case it shall be attached to the bill by a majority vote in the Senate, but in the light of all precedent it is not likely that this will be done. The Senate does not yield to the House on important matters of legislation, and there is very little prospect that the Senate will yield on this point, particularly as it is known that this amendment will be acceptable to the President. The House may, for effect, resist the Senate amendment for a time, but if the House holds out and threatens to defeat the bill, the President will probably take hold and advise concurrence in the Senate amendment, provided, of course, that the amendment is along the lines now contemplated.

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